

THE PIONEER JUBILEE

Plans For the Great Celebration Nearly Completed.

THE CONSTRUCTION WORK

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The Chinese Dragon—Chairman Clawson Visits Ensign Peak—William H. Walker Tells Why His Name Should Be Added to the Roll of Pioneers.

ITHIN a comparatively short time the plans of the pioneer jubilee will be completed. The construction work will be commenced within ten days. The Chinese Dragon—Chairman Clawson Visits Ensign Peak—William H. Walker Tells Why His Name Should Be Added to the Roll of Pioneers.

The magnificent Chinese dragon which was such an interesting feature of the Midsummer carnival parades, will also be a feature of the jubilee parades. Last year the Chinese attendants were not in keeping with the dragon's adornments, but this year every costume and accessory will be obtained and the number of attendants will be doubled. The commission is now arranging for the bringing of the dragon to this city and in their correspondence are being assisted by Mr. S. C. Pierce, who is an enterprising Wyoming contractor. In one of the night parades the dragon will represent the serpent of the Great Salt Lake. Its body will be draped with drapery which will glisten with salt crystallizations and which are expected under the glare of calcium lights, to produce a more magnificent than has ever been accomplished either by scenic artist or float designer. On that evening the dragon will be illuminated with electric lights. The dragon will be decorated with materials made from the products for which the waters of the lake are famous. Salt will be reproduced in a float, the lake and the islands will be in evidence; the uniforms of the attendants, the trappings of the horses, and everything connected with the parade will be encrusted with crystals of salt in designs most fanciful and beautiful. As now planned, the dragon will be the parade should be the grandest ever witnessed on the continent.

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Lydia A. Hunt, of Springfield, writes that she had a bedspread which was made in South Carolina 75 years ago, and a tureen which was brought here in 1847. These relics she has offered to lend for exhibition purposes.

A BIT OF HISTORY.

Oliver H. Brigham of Louisville, Fremont county, Ida., in announcing himself as a pioneer, has furnished an interesting bit of history in her communication. She came to Utah in September, 1847, in David Spencer's company. Her husband, Erastus Brigham, assisted the Saints in crossing the Snake river while on their western pilgrimage from Nauvoo. He crossed the river for the last time on February 8, 1847, and went to the Mormon settlement. He was instructed by Brigham Young to return for his family. This done he journeyed west again as far as the Missouri river and there he joined the Mormon battalion. He arrived in Utah shortly after the pioneer band and assisted them in cutting timber until the pioneers started on their return journey. He was accompanying them as far as Big Mountain, where he met his family, with whom he returned to this valley. Mrs. Brigham resides with her daughter, Mrs. Oliver H. Brigham, in Walker, and a son, Erastus P. Brigham, is a resident of Huntsville, Weber county.

WILLIAM H. WALKER.

Chairman Clawson yesterday received the following very interesting communication from William H. Walker of Holladay, Salt Lake county: "Dear Sir—I see by the Deseret News that the commission is desirous of locating all of the pioneers. I claim that my name should be right in the list of the 148 pioneers, for the following reasons: I left Nauvoo in the first pioneer company, and traveled with it until Council Bluffs was reached. I then enlisted in the Mormon battalion and went as far as Santa Fe, New Mexico. From there I was sent back with a detachment of sick men to winter at Pueblo, Col. In the spring we struck the pioneer trail at Fort Laramie and overtook the pioneers at Green River. A few of the pioneers were sent back to Council Bluffs, and an express to meet the first companies of emigrants. I was one of that number. We met the first company of emigrants near Fort Kearney. We were six days without food of any kind, except that on one day we had a rabbit, which was divided among ten people, and what wild currants and choke cherries we could gather on the banks of the Platte river. With this company I met my wife, Olive H. Farr Walker, sick in consequence of having driven two oxen of Council Bluffs to this point. I then returned with these same pioneers and

traveled in Captain Daniel Spencer's company, arriving in Salt Lake valley on the 15th of September, 1847. The only difference between myself and the pioneers is that I traveled about 2,000 miles further than they did. In company with one of those pioneers, Aaron F. Farr of Ogden, I went to the canyon, hauled logs, built houses in the fort and with wheat made the first lumber ever cut in Utah. From a portion of that lumber I made the three first panel doors made in Utah. I also worked a little on the mill erected by Charles Crismon on City creek for the purpose of grinding wheat or corn. I assisted George B. Wallis in hewing timber for President Heber C. Kimball's sawmill in North canyon in the early part of 1848, and in the fall of 1848 I worked 40 days at framing on the first flour mill built by John Neff on Mill creek. The section of Farr and myself built the first log houses ever built south of Salt Lake City in Utah, on Spring creek, Holladay Burg.

TO LICENSE SHEEP.

RICH COUNTY WILL COMPEL OWNERS TO PAY A TAX.

The Law Was Passed at the Last Session of the Legislature and is a Duplicate of the California Statute Which Has Had Its Validity Established by the Supreme Court of the State—Other Counties Will in All Probability Follow the Example.

In the very near future it is not at all unlikely that sheep will be licensed and that the several counties of the state will receive a revenue from the roaming of the same over the public lands. It is to be expected that the legislature incorporated into the county government bill a provision whereby the county commissioners can license any business not declared by law to be illegal. This section was taken from the law of California, where the supreme court has ruled that the subjects suggested by the committee. Their own ideas and creations will be gladly received, as it is the intention of the committee to be absolutely fair and impartial in determining the merits of the designs submitted and will not be prejudiced by any ideas they may have or by any suggestions that have been made by them.

THE CHINESE DRAGON.

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A RACE WITH DEATH

John Noyes Takes a Special to Butte.

CALLED TO THE BEDSIDE OF HIS DYING SON.

The Run Between Ogden and Butte Made in Ten and a Half Hours—Debits of the Pacific Roads—Southern Pacific Election—Latest by Wire.

John Noyes, one of the wealthiest and most influential citizens of Butte, chartered a special train from Ogden to Butte yesterday morning in order to make a race against death from Ogden to Mr. Noyes' Montana home. A telegram received from that quarter yesterday morning conveyed the intelligence to distracted parents, of the dying condition of young John Noyes, their eldest son.

The special cost Mr. Noyes about \$50, but it may have enabled him to reach the bedside of his child before the end. Right of way was wired to all the railroads along the route between Ogden and Butte. The distance to be traversed by the special is 296 miles which the road is under contract to cover in 11 hours, unless prevented by unforeseen accident. The special consisted of one of the fastest locomotives on the line and a coach. It left Ogden at 11 o'clock. In the party were Mr. and Mrs. John Noyes, Mrs. Ruth Noyes and Mrs. W. C. McWhite, all of whom had just reached Salt Lake from Los Angeles, Cal., when the telegram was received. It hurries them homeward. A telegram received last night stated that the special reached Butte in 10 1/2 hours, making a very fast run.

THE PACIFIC ROADS.

Bill to Adjust Their Debts to the Government.

Washington, April 8.—Senator Gear, of Iowa, today made a report of the bill to authorize a commission, consisting of the secretaries of the various railroads and the attorney-general, to adjust the debts of the Pacific railroads to the government. The report reviews in detail, the financial condition of the roads and their relations to the government and expresses approval of the plan to permit the executive officers of the government to make an adjustment with the owners of the property. Referring to the provisions of the bill that equal facilities shall be afforded to all connecting roads, he said: "It has been frequently asserted that the foreclosure proceedings pending in respect to the Union Pacific properties were intended to drive an ordinary citizen out of the property in the interest of one of several lines reaching the eastern terminus of the Union Pacific at Omaha. I have thought that whatever the results of foreclosure of the first mortgage might be (and to some extent this is perhaps beyond the reach of the commission), the provisions of the bill should be inserted in order to make sure that the roads affected by the settlement were kept open as public highways in the future. The bill provides for the future of railroad connections."

Upon the foreclosure of the first mortgage the report holds the government would have no rights except the guarantee of equal facilities to all connecting roads were concerned the committee holds that this would justify a settlement which would be made by a commission by the government. The appointment of a committee would save the government from being forced to reluctantly consent to a settlement of the bill, it is explained, deals with the subsidy bonds on the Central Pacific to a point five miles west of Ogden, a distance of 73 1/2 miles, and the Western Pacific from San Jose to Sacramento, 123 miles, all claims upon the Union and Kansas Pacific roads now before the courts for settlement. The first mortgage bonds on the Central Pacific are \$5,884,800; Western Pacific, \$970,000; subsidy bonds, \$2,585,120; Western Pacific, \$1,570,560.

The companies are said to have fully complied with the terms of the acts of 1862 and 1864, and the government has been unable to locate the roads themselves are held to be inadequate for the lines upon which, which amount to about \$100,000 a mile.

SOUTHERN PACIFIC.

All the Old Officers Re-elected by Unanimous Vote.

San Francisco, April 8.—The directors of the Southern Pacific today re-elected the officers of the company by unanimous vote as follows: President—C. P. Huntington. First Vice-President—C. F. Crocker. Second Vice-President—Thomas H. Hubbard.

Third Vice-President—J. C. Stables. Assistant to the President—Henry E. Huntington. Acting Vice-President and Assistant Secretary—E. M. Gurnea. Secretary—E. M. Gurnea. Chief Engineer—William Hood. Treasurer—F. H. Davis.

Annual Elections.

Parsons, Kan., April 8.—The stockholders of the Missouri Kansas & Texas, and also the Kansas City & Pacific railroads, met today for their annual meeting in this city today. The old boards of directors of each company were re-elected. Mason Herrick was elected a director of the Missouri, Kansas & Texas company to succeed William Band, deceased. No other matters of interest were transacted.

Back From Denver.

General Passenger Agent Frank Wadsworth of the Western returned from Denver yesterday morning with nothing to relate about Western matters.

Trade With the Orient.

Washington, April 8.—James J. Hill, president of the Great Northern railroad, and also the president of the transportation to the Orient, has written a letter to a western senator, in which he points out the possibilities of trade in China and Japan and suggests that the tariff duties be so adjusted as to not prevent trade with the countries across the Pacific.

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The Knutsford register had the following names: F. M. Langer, New York; James J. Ford, Denver; S. Rosenstein, San Francisco; Mrs. Ernest C. Brown and daughter, Minneapolis; Charles S. George, St. Paul; Mrs. H. A. Mehl, Francis Shaw, Brooklyn; Charles Hildebrand, Chicago; Mrs. W. H. Beckwith, St. Louis; K. E. A. Puel, San Francisco; S. G. Caskey, Miss Caskey, H. G. Whitney, Detroit; F. C. Brown, G. B. Libby, New York; E. B. Nelson, St. Louis; J. H. Couper, Minneapolis; Mr. and Mrs. Charles B. Bush, New York; John G. Conrad, San Francisco; J. B. Barnes, Chicago; H. O. Wilbur, Philadelphia; S. B. Shirk, Harry S. Cox, Chicago; G. H. Southern, Grand Rapids; J. H. Champ, Logan; J. G. Dougherty, Bakerfield, Cal.; E. S. McKinney, James P. Alder, Chicago; Mr. and Mrs. George L. Harrison, Philadelphia.

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New York, April 8.—The board of managers of the Joint Traffic association ordered today that the fare to be charged to the Christian Endeavor meeting in San Francisco, July 7 to 12, shall be one fare for the round trip to Chicago or St. Louis, plus the balance of \$51 from Chicago and \$47.50 from St. Louis to San Francisco.

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She Was the Mother of William A. Kinney, Once a Lawyer of This City—She Was For Years One of the Foremost Women of the Hawaiian Islands and Was Well Known in This City.

The last steamer from the Hawaiian Islands brings the sad news of the death of Mrs. Caroline Daly-Kinney, at Honolulu, on the 25th of last month, to which point she returned in November, 1896, accompanying her son home on the termination of his last visit to this city.

The deceased was a native of Calais, Me., and was reared near that place. She came of a pioneer stock that settled on the rugged shores of New Brunswick in the early period of colonization and she was one of the first of the best schools of the day, she was married in 1856 to William Kinney, then recently appointed to the consular position at Honolulu. She accompanied him on the trip "round the Horn" in a sailing vessel and took up their abode on the Hawaiian Islands, which, with the exception of a brief period, was her home for 40 years.

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A small family soon grew up about her, two sons and a daughter coming to gladden her home. After a few years she returned to her native land, where she remained until the death of her husband. She then returned to the Hawaiian Islands, where she remained until the death of her husband. She then returned to the Hawaiian Islands, where she remained until the death of her husband.

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As is well known, there is a goodly number of native Hawaiians in the vicinity of Salt Lake and by this colony she was looked upon as a people's mother. On the occasion of a visit to Skull valley a few years ago she was received with the greatest manifestations of affection and honored with a large and distinguished company. An address delivered by her before the Ladies' Literary society and repeated in one of the leading churches, on the occasion of the Hawaiian celebration, attracted much attention and brought both the author and the subject prominently before the public.

Although she was a robust and long-lived woman, her health was seriously impaired a short time ago and she returned to Honolulu. The change proved to be only a temporary relief, however, and she was unable to come over the waves announcing her gradual decline, and now the news of her death, at home, in the Paradise of the Pacific, surrounded by an affectionate family, loving friends and near the completed temple of a life's work, where her name will be upon every tongue until the last day.

The sad news comes to a host of friends here as a personal grief and they join with those beyond the sea in an affectionate farewell to one of the noble women of the age, whose memory they will ever cherish.

THE LYONS CAPTURE.

Salt Lake Thief Under Arrest at Santa Cruz.

Santa Cruz, Cal., April 8.—The burglar who was caught while attempting to open a safe in Lay's saloon here, is said to be Harry Lyons, an eastern crook, who recently made his escape from Salt Lake jail, where he was serving a sentence for stealing the postmaster's overcoat. In his valise were found clippings from Salt Lake papers containing an account of how Lyons and two other prisoners escaped by sawing through four doors.

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After several visits to the states, about 1891 she came to live for a time in the city here, where she was well known and respected among the literary and charitable people, her good deeds being manifest in many quiet and unobtrusive ways. Her public character never entered into her life.

As is well known, there is a goodly number of native Hawaiians in the vicinity of Salt Lake and by this colony she was looked upon as a people's mother. On the occasion of a visit to Skull valley a few years ago she was received with the greatest manifestations of affection and honored with a large and distinguished company. An address delivered by her before the Ladies' Literary society and repeated in one of the leading churches, on the occasion of the Hawaiian celebration, attracted much attention and brought both the author and the subject prominently before the public.

Although she was a robust and long-lived woman, her health was seriously impaired a short time ago and she returned to Honolulu. The change proved to be only a temporary relief, however, and she was unable to come over the waves announcing her gradual decline, and now the news of her death, at home, in the Paradise of the Pacific, surrounded by an affectionate family, loving friends and near the completed temple of a life's work, where her name will be upon every tongue until the last day.